

MANAGING RAILROADS

INTERESTING DISCUSSION OF A BIG SUBJECT.

Hon. M. E. Ingalls, President of the Big Four Railroad, Presents Some Important Facts That Will Interest All.

Hon. M. E. Ingalls, one of the greatest authorities on railway matters, read a highly valuable paper at the recent convention of railway commissioners held in Washington, D. C. His wise words will be read with interest by all. The convention was called for the purpose of considering questions of great interest both to the railroads and the people of the United States.

Mr. Chairman and Gentlemen: I am very much obliged for this opportunity of addressing you. I understand I have in my audience the members of the interstate commerce commission and the gentlemen composing the various railway



HON. M. E. INGALLS, PRESIDENT OF THE BIG FOUR.

commissioners of the different states. It is a body that is supposed to stand as an arbiter between railroads and the people, as a friend of both a body that ought to and does have great influence and especially in reference to legislation regarding railroads. If this audience should agree upon any legislation in that respect that was needed, I presume there would be no difficulty in inducing your congress to enact it into law, and believing as I do that it is essential to the public interest to secure legislation, I am pleased to have this opportunity of presenting my views and endeavoring to enlist you in the reforms which I think are so vital.

For 30 years a contest has been waged in legislatures, in congress, and before the courts, by the people on one side who believed that railroads were public corporations and subject to control by the power that created them; and, on the other hand, by officials of the railroads, who did not believe that such control was legal or practicable. State after state asserted its right. These rights were contested from one court to another, and decided from time to time always in favor of the people, under certain restrictions. It finally culminated in 1887 in the enactment of the interstate commerce law, and since then there has been hardly a day when some provision of that law was not under consideration by the courts or by congress, until now we may state it is as fairly settled by the highest courts in the land that the legislatures of the states have control over railroads with reference to their public business, subject to certain conditions, and that the congress of the United States has the power to regulate interstate business. The supreme court of the United States, which is the highest arbiter of these differences, has just decided that such control of the states or regulation must be reasonable, and that rates cannot be reduced below a profit where the railroads can earn their expenses and a fair return upon their cost.

Railway managers had accepted the fact, and were endeavoring to obey interstate commerce law and adapt management to it when, in March, a decision was rendered by the supreme court which produced chaos and annulled all agreements. It was practically that the Sherman anti-trust law, which it had not been supposed applied to railroads, did apply to them, and that the construction of that law by the court was practically impossible for any agreements or arrangements case maintenance of tariffs. In the light of the Joint Traffic Association in New York, this view has been stated by the railroads and it may be settled by the courts.

It is, perhaps, that we should look the condition fairly in the face, and while I do not care to be an alarmist, I feel bound to describe plainly to you the condition of things, so that you may understand the necessity for action. Never in the history of railroads have tariffs been so low as today. Private arrangements are more plentiful than regular rates. The larger shippers, the possible shippers, are obtaining advances which most sooner or later prove the ruin of the smaller and more conservative traders, and in the end will break up many of the commercial houses in this country and ruin the railroads. A mad race seems to have seized upon some railway managers, and a large portion of the freights of the country is being carried at prices far below cost. Other than the maintenance of good, their physical condition has been improved; their trains are well managed, and the public is well served. If a way can be found by which tariffs can be maintained and the practice of secret rebates and private contracts discontinued, the future will have great promise for railway investors, railway employees and the public generally. And here I wish to say that this is not a question which concerns railway investors alone. If it were, it might say, let them fight it out. It concerns the public, and above every one else, the great public. One-fifth of our people are interested, directly in railroads, either as employees or employees of manufacturing plants that are engaged in furnishing supplies to the railroads. Can any body prosper if one-fifth of the public is losing money? The railways are the public in so many ways that the prosperity is closely interwoven with the prosperity and comfort of the ordinary

people. One thousand millions of dollars were paid out last year by the railroads from their earnings to employees of manufacturing plants in this country; 211,000,000 of passengers were carried; 12,000,000,000 of freight were moved; 30,000,000,000 of tons of freight were moved; 30,000,000,000 of tons were moved one mile. Do you think that any interest performing such immense service as this can be in difficulty and the balance of the country not feel it? Forty millions of dollars were paid out for public taxes. Over three thousand millions of dollars that have been invested in railroads have earned no dividend for years. This is not water, as some populist orator will say, but good, honest money. These securities are held all through the land, and their failure to pay any return has brought disaster upon us abroad and suffering and want in many a family and community at home.

One of the chief difficulties with the law as it stands today is that the punishment for private contracts and rebates is entirely out of proportion to the offense. The imprisonment clause was put in as an amendment to the interstate commerce law, and I believe the commission and everyone who has watched its workings will agree with me that it has been a failure; more than a failure, it has been a source of perhaps more demoralization than anything else. The public has not believed in it, it has been impossible to secure conviction, it has prevented the railway official who desired to be honest from complaining of his competitor whom he thought was dishonest. In fact, it has been what every law is that is not supported by public sentiment—a failure. What, in fact, is the manner of conducting business today? The railway official who desires to be honest and law-abiding sees traffic leave his line and state to the railroad that he was carrying hauls to the warehouse of his rival, the earnings of his line decreasing and complaints from the management of loss of earnings, and in the distance he sees looming up the loss of his position. At the same time, the shipper who desires to be honest and law-abiding sees his competitor who is carrying hauls to his customers at prices he cannot meet, and he knows very well that he is securing concessions from some railway agent and the shipper who wish to obey the law sit down together and look at it. What shall they do? They can complain of their rivals, possibly convict them under the interstate commerce law and send them to the penitentiary, but such action would bring down upon them the condemnation of the public and would ruin their business. It is before the public does not believe in this severe feature of the law, and will not support anyone who enforces it. The result is, these men, in despair, are driven to do just what their opponents are doing—they become law-breakers. I have drawn no fancy picture. It is what is occurring every day around you.

If it were, is it broad statesmanship, to leave a business as large as that of the railroads—one in which one-fifth, at least, of our population is engaged, one which affects the comfort and happiness of nine-tenths of the people—is it wise to leave it outside of the law? It is said that the most expensive occupation to the community is that of the burglar, he has to spend so much time and destroy so much to get so little. Is it worth while to force the great railway interests of the country into the same position?

Who opposes this legislation? First, certain people who desire the government to own and operate the railroads. Second, others who wish that the interstate railway commission should make all rates. Third and lastly, certain railway managers who are opposed to any and all legislation and who object to any control, and believe that they should be left entirely alone.

All of us who have any interest in our country, who desire its prosperity, are interested in the solution of this great question. It is not a time for the demagogue to howl about corporations. It is not a time to talk about the wrongdoings of railway managers. There are always some, in any business, who will not do right, and there always will be, but the great mass of railway managers to-day, I assure you, are honestly seeking a solution of this question as are you or any member of the legislative body. I believe I voice the belief of a very large majority of them that the two provisions I have mentioned are necessary and will lead to the settlement of this question. If they will join and harmony in this course and work for it, its accomplishment can be attained. We have unwittingly in this country applied to railway laws that it was never intended should be applied to transportation companies of this nature. We have gone back and taken decisions that were a hundred years ago, when civilization was in its infancy and when the masses needed certain protection, and have endeavored to apply these same principles to the great transportation interests of modern times. The courts, unfortunately, have followed in that line. Every business man, every statesman, knows that it is a mistake, that we have here an immense interest such as the world has never seen, and the principles which should govern it must be worked out in harmony with the age and the needs of this country. There should be no friction between the interstate commerce commission and the railroads; there should be none between the state commissions and the railroads. There has been too much of a feeling with these bodies that the railroads were against

them. In the contest with railroads, in the courts, the commission have drifted away somewhat from the group they ought to stand on; that is, they should be the friends of the railroads instead of their enemies, and should aid in securing the proper legislation, and the railroads, in turn, should give their support to make such legislation effective. I believe it can be done in no better way than by the true method I have pointed out. First, the change of the criminal section; second, authority to contract and divide business. Either one of them would be of great advantage, but we ought to have both. There also should be such legislation as will give force to the recommendations and orders of the interstate commerce commission. Instead of trying to break down the commission the railway officials should try to build it up, should make the commission its aid and use it as a bulwark of strength in congress and in the states to beat back the tide of populism that is rising continually against them.



P. A. HEWETT.

STORY OF JUDGE DAY.

SUCCESSOR OF SHERMAN IN THE CABINET.

Short Sketch of His Life—A Strong Friend of the President—His Ability Is That Kind That Is Hidden by His Quiet Manner.



JUDGE WILLIAM P. DAY, the new secretary of state, is an Ohio man, hailing from Canton. From the beginning of Mr. McKinley's political career he has not had a stronger friend than Judge Day. The judge is a Canton man, pure and simple, although he is a native of the western reserve. His life has been spent there, except for his school and student life. His law training was derived from office study under the direction of his father, Judge Rufus Day, who was a member of the Supreme court, and in the Ann Arbor (Mich.) Law School. While a student at Ann Arbor he had charge of the law library, and then developed a strong taste for reading. As a member of the bar he has been noted for his coolness and his exhaustive preparation. He never went into a case unprepared. While a student Judge Day was on a baseball team, and his love for the national sport has not been destroyed. In home life he is very similar to Mr. McKinley. Except when called away by business or other duties, while in Canton, he could always be found at his home. There is no ostentation in his make-up.

NEW LIFE IN JAPAN.

Thirty Thousand Children Enrolled in Its Sunday Schools. The development of Japan is the wonder of the age. While the new regime nominally dates from the victory of the imperial troops over the Shogun in 1868, the feudal system was practically in force until fully three years later, so that the writer's observation may be said to have covered the whole



SECRETARY OF STATE DAY.

period of the history of the new government, says Leslie's Weekly. There can be no doubt that there is a new life in Japan. The most striking evidence, perhaps, is to be seen in the new navy, which is attracting so much attention. Another evidence of the new life is seen in Japan's political reforms. Less than thirty years ago there was a feudal government under which there was little room for personal freedom. All below the military class, constituting about 5 per cent of the population, had relatively few rights. They could not even petition for the removal of abuses except at the risk of immediate death. Now they enjoy a constitutional government which has already broadened out far beyond the limits prescribed by its written charter, and which exhibits a decided tendency toward the British system. A judiciary has grown up before which even the highest officers of state may be brought at the instance of the humblest citizen. Japan's system of education, re-enforced by a practically free press, has given a degree of homogeneity to the nation which most foreign observers fail to realize. Japan is not a Christian nation—far from it. The Christian population is probably not more than one-half of 1 per cent of the whole; yet what may be called, and is called even by many non-Christian Japanese, Christian sentiment is acting strongly upon every department of life. It has produced an eleemosynary movement of remarkable power, which deals with many and varied social problems. It is represented by the strong and most admirably organized Red Cross society, a flourishing temperance society, a prison-reform league, college settlements, hospitals, dispensaries, orphan

asylums, etc. The distinctively religious work has been pressed with vigor in Japan, until there are nearly 40 Protestant churches scattered all over the empire, including about 40,000 enrolled Christians, with over 30,000 children in Sunday schools and over 10,000 scholars in day and boarding schools. It is in an important degree because of the faith of the Christians that each individual stands face to face with his God that Christian individualism has gained such currency in Japan. In spite of their relatively small numbers they are found in the most influential positions. In the first parliament, out of 300 members of the lower house, thirteen were Christians, and among them the speaker and the permanent chairman of the committee of the whole. There has been already a Christian cabinet minister and a chief justice of the Supreme court. The Christians are found in disproportionate numbers in the Imperial universities, both among professors and students. Among the countless dailies of Japan, some six or eight are called "the great papers." Of these so-called "great papers" not less than three were last autumn published under Christian auspices. The great charitable movements, while by no means exclusively, are yet largely under Christian control.

HEATING BY STEAM.

Something About the System in Use by Large Buildings. The art of heating buildings by steam has progressed so rapidly during the past ten years that there are now three distinct systems well developed, all performing the same kind of service, but doing it under conditions that vary materially. The oldest and most widely known of these is the gravity system, so called for the reason that the steam generated in the boiler rises up to the radiators, and as it is condensed, the resulting water is returned to the boiler by gravitation, no appliance, other than the return pipe, being used for this purpose.

The next is what may be called the mechanical system, as mechanical means are frequently applied to reduce the pressure of the steam in the system from that carried in the boiler, and mechanical appliances are always used to return the water of condensa-



Diagram illustrating the mechanical system of heating by steam.

tion from the return pipes of the system back to the boiler. These may be in the shape of an automatic steam trap, or a pump and governor, as may best suit the conditions. The third is the exhaust steam system, in which the heating is done by steam that has been used to drive engines or pumps, and that would be of no further service if it could not be utilized as heat. In this system mechanical appliances are also used for controlling and directing the steam through the system.

Accommodating Monners.

R. Talbot Kelly writes an article entitled "An Arab In Among the Fellahs" for the April Century. In speaking of the kindness of the Arabs, Mr. Kelly says:

"Here is an instance of his willingness to oblige. I was making a sketch of the village cemetery and wanted only a funeral procession to complete my study. I remarked to the old man: 'What a pity there does not happen to be a funeral going on, so that I might put it in!' His reply took me by surprise, for, jumping up, he said: 'There is a man ill in the village, and he must die soon; I'll go and hurry him up!' And, sure enough, he bustled them all so much that an hour later my sketch was complete, and I was safely interred! And I believe that the bereaved family considered themselves especially honored by my interest in the ceremony!"

What Lies Beneath London.

Underground London contains 3,600 miles of sewers, 54,000 miles of telegraph wires, 4,330 miles of water mains, 3,200 miles of gas pipes, all definitely fixed.

SCIENTIFIC TOPICS

CURRENT NOTES OF DISCOVERY AND INVENTION

The Drudgeries of Life Summed Up—All About the Disease Known as "Hives" New Toy for the Navy—An Invention for Golfers.

An "honor man" at Harvard a year or two ago summed up his college life as "a study of the rudiments of a dozen kinds of knowledge. When I began to form these alphabets into sentences, college life was over." Men and women who have won reputation by good work in the world have given much the same summary of their lives. "Any man," says Bondnot, "may be glad, if out of all his work a half-dozen brief sentences last for a generation or two. The rest of his time in the world went to fit him to speak those sentences." George Eliot, in a letter to a friend, stated that the five books by which she is known bore no proportion to the enormous amount of anonymous writings by which she simply earned her livelihood. An eminent American surgeon, in an address to a medical school, said, "Very few successful men can expect to perform more than one or two great operations in the course of a long practice. The bulk of work ought to be a training for these operations." Honest, intelligent men often set out in life with the resolve to add something to the happiness or wisdom of the world. Old age comes and they are forced to feel that they have done no work that is recognized, or so far as they can see, that has been of large benefit to their generation. Their labor has been given to support life. If any readers, old or young, of these lines are inclined to take this disheartening view of their work, they should read Morrell's account of his journey through Upper Canada. "Our way lay across small lakes and through long stretches of forest. We had to carry the canoes over the land in order to cross the water, and so heavy were they that I grumbled much at having to toil hard for two days in order to make progress on the third, until I remembered that the trudging under the load brought me to my journey's end as much as the floating on the water." There are a good many "carries" in each human life, days and years of heavy labor which go to earn the means to live. But if our faces are turned toward home, every step under the burden brings us surely nearer to it.

Arizona's Petrified Forests.

The secretary of the interior is considering a proposition to make a government reservation of the petrified forest in Arizona. It is said that the wonderful collection of silicified tree trunks of which the forest consists is being rapidly despoiled for commercial purposes. The petrified forest is in Apache county near Holbrook. Not only stumps and roots, but entire tree trunks of great size are found converted into hard agate, preserving the form of every cell and fiber. Some of the sections, cut across the trunks, are four feet in diameter, so that polished tops for tables are made out of a single piece. These exhibit, in the most exquisite manner, the grain of the original wood, beautified by a brilliant display of interblending colors. A company has been formed to mine the forest for stone to be used in architectural and decorative work; and the only way to save this wonderful natural curiosity, which, as far as known, has no equal in the world, is said to be by turning it into a forest reserve.

For the Golf Enthusiast.

Every one knows that a "caddy" is an indispensable adjunct of the links, but very often the small boy to serve in this capacity is not available, particularly when one is enjoying the delights of golf on an improvised course, when away in summer or in the country. When the genuine article is not to be had, however, the golf enthusiasts have to content themselves with an automaton caddy. This is a device which, when the lower end is placed on the ground, opens out automatically and folds up when it is lifted for carrying. The contrivance is very light and is provided with a bag to hold balls and a generous allowance of space for the sundry sticks required.

Distance of the Dog Star.

Dr. David Gill, whose measures of the parallaxes of the stars, by means of which their distances can be calculated, are among the most accurate known, has recently deduced anew results of his observations of Sirius, the dog star, which is the brightest star in the heavens. He thinks we may regard its parallax as satisfactorily determined at 0.37 of a second of an arc. This makes the distance of Sirius in miles 51,000,000,000,000. In other words the dog star is nearly five hundred and fifty thousand times farther from the earth than the sun is.

A Curious Flower Wreath.

Miss Elizabeth Taylor, writing in Popular Science News of the plants and flowers of Iceland, describes a curious sight which she witnessed in the lava fields near Reykjavik. Noticing wreaths of steam issuing from the summit of a small volcano, she climbed up there, and found a hand about two feet wide, of beautiful plants, bearing large flowers, encircling the interior line of the crater. The steam warmed the flowers and the rim of rocks protected them from the cold winds without.

What Locusts Will Not Eat.

It is said that the castor oil plant is eaten by nearly all members of the animal world; that moles may be driven from a lawn by planting castor beans in it, and that neither the "army worm," nor the "destroying locust" will eat it.

Baggy trousers show a prey.

Some people can not eat an apple any kind without paying for it. Others are similarly affected by kinds of berries or nuts, or by drugs. Irritation of the skin in various applications, such as the nettle, or of certain insects, or underclothing, as well as the use of a very low temperature, may produce an eruption of hives. It is possible to discover the cause and to remove it, the treatment of hives becomes a very simple matter. While the eruption lasts the itching and stinging may be relieved what by bathing the parts in a solution of bicarbonate of soda, household ammonia, alcohol, or vinegar and water.

Arizona's Petrified Forests.

Some of the navy's men would enjoy playing with in the neighborhood of a Spanish flotilla. It is a Dreggess-Schroeder six-pound rifle. It can fire thirty-three shots a minute and its projectile can pierce three inches of steel at a distance of three miles. It is the new gun which has just been placed on the revenue cutter Gresham. It will be in charge of Gunner Finn, who has been on the old cutter Andrew Jackson and on the Gresham for twenty-six years. The Gresham has only one six-pounder rifle, but she could easily increase her armament by four or five more. She has a speed of twenty-one miles an hour. But her chief weapon of defense is her torpedo tube.

A Projectile's Gain of Speed.

Recent experiments with improved instruments for measuring the velocity of projectiles have shown that the speed goes on increasing after the missile has left the muzzle of the cannon. Laying the muzzle with a velocity of about 1,474 feet in a second, a projectile has been observed to increase its speed to about 1,689 feet per second within the first six feet. It is only after having traveled about twenty-five yards that the projectile's velocity becomes reduced to the speed that it had on leaving the muzzle. This is ascribed to the impulse of the expanding gas being felt for some distance beyond the cannon's mouth.

Is It a Forming Sun.

Remarkable photographs of the "ring nebula" in the constellation Lyra have recently been made at the Meudon observatory, near Paris. These pictures show a great deal of diffused nebulous matter inside the ring, but none outside, while in the center appears the image of a star. This star can also be seen with a telescope. But the drawings of the ring nebula made by Herschel in 1833, by Lord Rosse in 1844, and by Trouvelot in 1873, show no star there, and Monsieur Rabourdan thinks this may indicate that changes are going on in the nebula; such, for instance as the formation of a solar body within the ring.

Distance of the Dog Star.

Dr. David Gill, whose measures of the parallaxes of the stars, by means of which their distances can be calculated, are among the most accurate known, has recently deduced anew results of his observations of Sirius, the dog star, which is the brightest star in the heavens. He thinks we may regard its parallax as satisfactorily determined at 0.37 of a second of an arc. This makes the distance of Sirius in miles 51,000,000,000,000. In other words the dog star is nearly five hundred and fifty thousand times farther from the earth than the sun is.

A Curious Flower Wreath.

Miss Elizabeth Taylor, writing in Popular Science News of the plants and flowers of Iceland, describes a curious sight which she witnessed in the lava fields near Reykjavik. Noticing wreaths of steam issuing from the summit of a small volcano, she climbed up there, and found a hand about two feet wide, of beautiful plants, bearing large flowers, encircling the interior line of the crater. The steam warmed the flowers and the rim of rocks protected them from the cold winds without.

What Locusts Will Not Eat.

It is said that the castor oil plant is eaten by nearly all members of the animal world; that moles may be driven from a lawn by planting castor beans in it, and that neither the "army worm," nor the "destroying locust" will eat it.

Baggy trousers show a prey.

Some people can not eat an apple any kind without paying for it. Others are similarly affected by kinds of berries or nuts, or by drugs. Irritation of the skin in various applications, such as the nettle, or of certain insects, or underclothing, as well as the use of a very low temperature, may produce an eruption of hives. It is possible to discover the cause and to remove it, the treatment of hives becomes a very simple matter. While the eruption lasts the itching and stinging may be relieved what by bathing the parts in a solution of bicarbonate of soda, household ammonia, alcohol, or vinegar and water.

Arizona's Petrified Forests.

The secretary of the interior is considering a proposition to make a government reservation of the petrified forest in Arizona. It is said that the wonderful collection of silicified tree trunks of which the forest consists is being rapidly despoiled for commercial purposes. The petrified forest is in Apache county near Holbrook. Not only stumps and roots, but entire tree trunks of great size are found converted into hard agate, preserving the form of every cell and fiber. Some of the sections, cut across the trunks, are four feet in diameter, so that polished tops for tables are made out of a single piece. These exhibit, in the most exquisite manner, the grain of the original wood, beautified by a brilliant display of interblending colors. A company has been formed to mine the forest for stone to be used in architectural and decorative work; and the only way to save this wonderful natural curiosity, which, as far as known, has no equal in the world, is said to be by turning it into a forest reserve.

For the Golf Enthusiast.

Every one knows that a "caddy" is an indispensable adjunct of the links, but very often the small boy to serve in this capacity is not available, particularly when one is enjoying the delights of golf on an improvised course, when away in summer or in the country. When the genuine article is not to be had, however, the golf enthusiasts have to content themselves with an automaton caddy. This is a device which, when the lower end is placed on the ground, opens out automatically and folds up when it is lifted for carrying. The contrivance is very light and is provided with a bag to hold balls and a generous allowance of space for the sundry sticks required.

Distance of the Dog Star.

Dr. David Gill, whose measures of the parallaxes of the stars, by means of which their distances can be calculated, are among the most accurate known, has recently deduced anew results of his observations of Sirius, the dog star, which is the brightest star in the heavens. He thinks we may regard its parallax as satisfactorily determined at 0.37 of a second of an arc. This makes the distance of Sirius in miles 51,000,000,000,000. In other words the dog star is nearly five hundred and fifty thousand times farther from the earth than the sun is.

A Curious Flower Wreath.

Miss Elizabeth Taylor, writing in Popular Science News of the plants and flowers of Iceland, describes a curious sight which she witnessed in the lava fields near Reykjavik. Noticing wreaths of steam issuing from the summit of a small volcano, she climbed up there, and found a hand about two feet wide, of beautiful plants, bearing large flowers, encircling the interior line of the crater. The steam warmed the flowers and the rim of rocks protected them from the cold winds without.

What Locusts Will Not Eat.

It is said that the castor oil plant is eaten by nearly all members of the animal world; that moles may be driven from a lawn by planting castor beans in it, and that neither the "army worm," nor the "destroying locust" will eat it.

Baggy trousers show a prey.

Some people can not eat an apple any kind without paying for it. Others are similarly affected by kinds of berries or nuts, or by drugs. Irritation of the skin in various applications, such as the nettle, or of certain insects, or underclothing, as well as the use of a very low temperature, may produce an eruption of hives. It is possible to discover the cause and to remove it, the treatment of hives becomes a very simple matter. While the eruption lasts the itching and stinging may be relieved what by bathing the parts in a solution of bicarbonate of soda, household ammonia, alcohol, or vinegar and water.

Arizona's Petrified Forests.

The secretary of the interior is considering a proposition to make a government reservation of the petrified forest in Arizona. It is said that the wonderful collection of silicified tree trunks of which the forest consists is being rapidly despoiled for commercial purposes. The petrified forest is in Apache county near Holbrook. Not only stumps and roots, but entire tree trunks of great size are found converted into hard agate, preserving the form of every cell and fiber. Some of the sections, cut across the trunks, are four feet in diameter, so that polished tops for tables are made out of a single piece. These exhibit, in the most exquisite manner, the grain of the original wood, beautified by a brilliant display of interblending colors. A company has been formed to mine the forest for stone to be used in architectural and decorative work; and the only way to save this wonderful natural curiosity, which, as far as known, has no equal in the world, is said to be by turning it into a forest reserve.

For the Golf Enthusiast.

Every one knows that a "caddy" is an indispensable adjunct of the links, but very often the small boy to serve in this capacity is not available, particularly when one is enjoying the delights of golf on an improvised course, when away in summer or in the country. When the genuine article is not to be had, however, the golf enthusiasts have to content themselves with an automaton caddy. This is a device which, when the lower end is placed on the ground, opens out automatically and folds up when it is lifted for carrying. The contrivance is very light and is provided with a bag to hold balls and a generous allowance of space for the sundry sticks required.